Committee has recommended for introduction of a non-stop rain between Delhi and Madras;

(b) if so, what action has so far been taken on this recommendation and by when the above said train service is likely to be started; and

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) and (c) The suggestion is being given due consideration. No final decision has so far been taken in this regard.

बोकारो स्टील सिटी और हावड़ा के बीच चलने वाली ट्रेनों का सुपरफास्ट ट्रेनों में बदला जाना

821. **श्री गया सिंह**: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बोकारो स्टील सिटी से हावड़ा तक चलने वाली ट्रेन को सुपरफास्ट ट्रेन में बदलने की कोई योजना सरकार के विचाराधीन है ;

(ख) क्या उक्त ट्रेन में वातानुकूलित II टियर यानों की व्यवस्था करने का कोई प्रस्ताव है ;

(ग) यदि हां, तो कब से; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री के. सी. लेंका): (क) और (ख) जी, नहीं ।

(ग) प्रश्न नहीं उठता ।

(घ) परिचालनिक कठिनाइयों और संसाधनों की तंगी ।

Ozha Committee Report on Konkan Railway

822. SHRI DEBABRATA BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the report of Ozha Committee on the Konkan Railway has since been available;

(b) if so, what are the broad recommendations; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) to (c) The report of the Committee has been received. The Committee in its final report has recommended that the approved alignment of the Konkan Railway would be the most useful for the service to the people both for passenger and goods traffic.

However, considering the need to further take care of environmental aspects and the sentiments of the people, the Committee has recommended certain improvements in the scheme which are briefly listed below:

(i) To provide viaducts on Dewar island and Zuari approach wherever the embankment is higher than 10 mtrs.

(ii) The hillock on Dewar island damaged by earthwork should be terraced.

(iii) Anti vibration measures should be taken in the tunnel near the Chapel on the hill to prevent any damage.

(iv) Additional water-ways be provided in the Khazan lands wherever fishing boats have to pass.

(v) Fencing/boundary wall be provided where the railway track is passing through settlement areas. Necessary foot over bridge be provided where school children have to cross.

The effect of the above improvements would be an additional expenditure of Rs. 18 crores.